

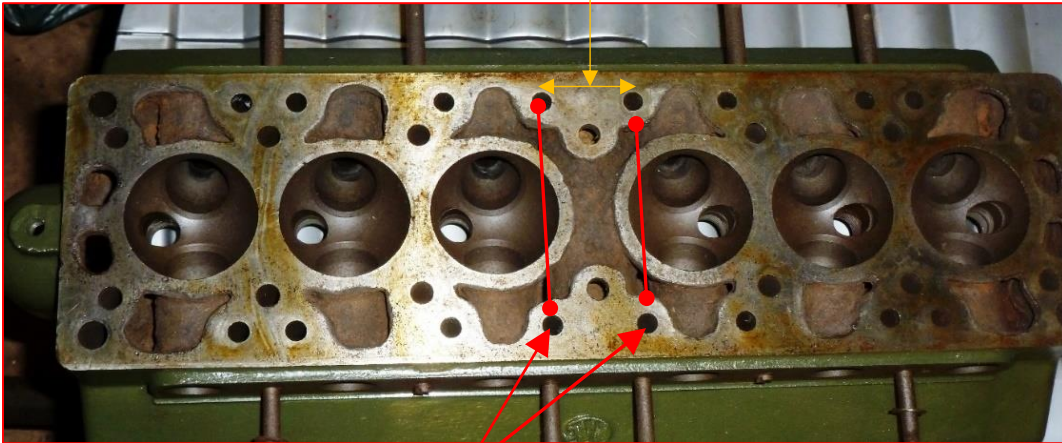
All SIX Engine Types Composites – V1

No 1 = 14hp L series type 1st composite, with drawings from Images

This type is rare and currently only recognisable by both camshafts having two centre bearings.

Cylinder Head

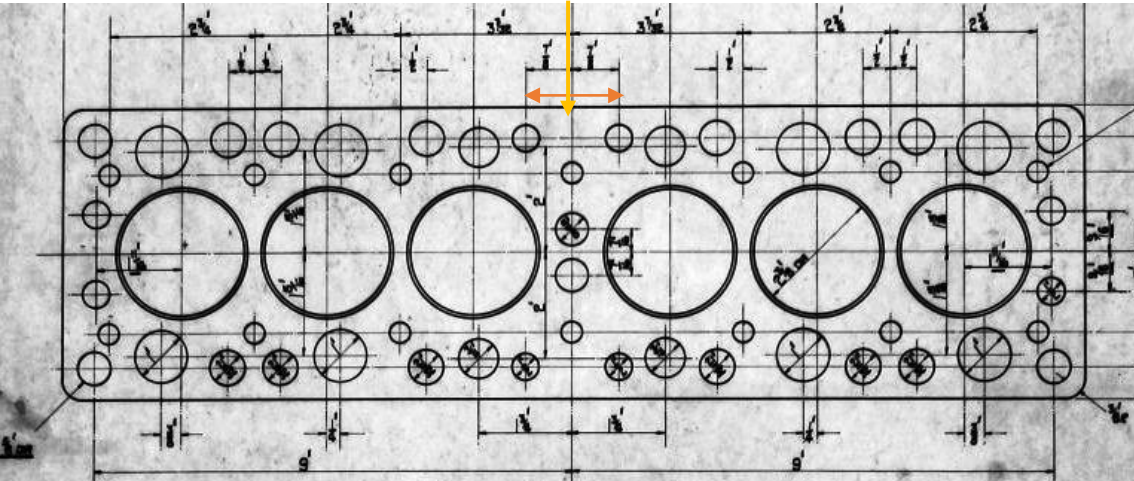
Distance between holes c/l = 1.75"



Oil feed from rocker well to camshaft bearings – from head - into block

The 9E61 gasket from Images

Distance between holes c/l = 1.75"



Block

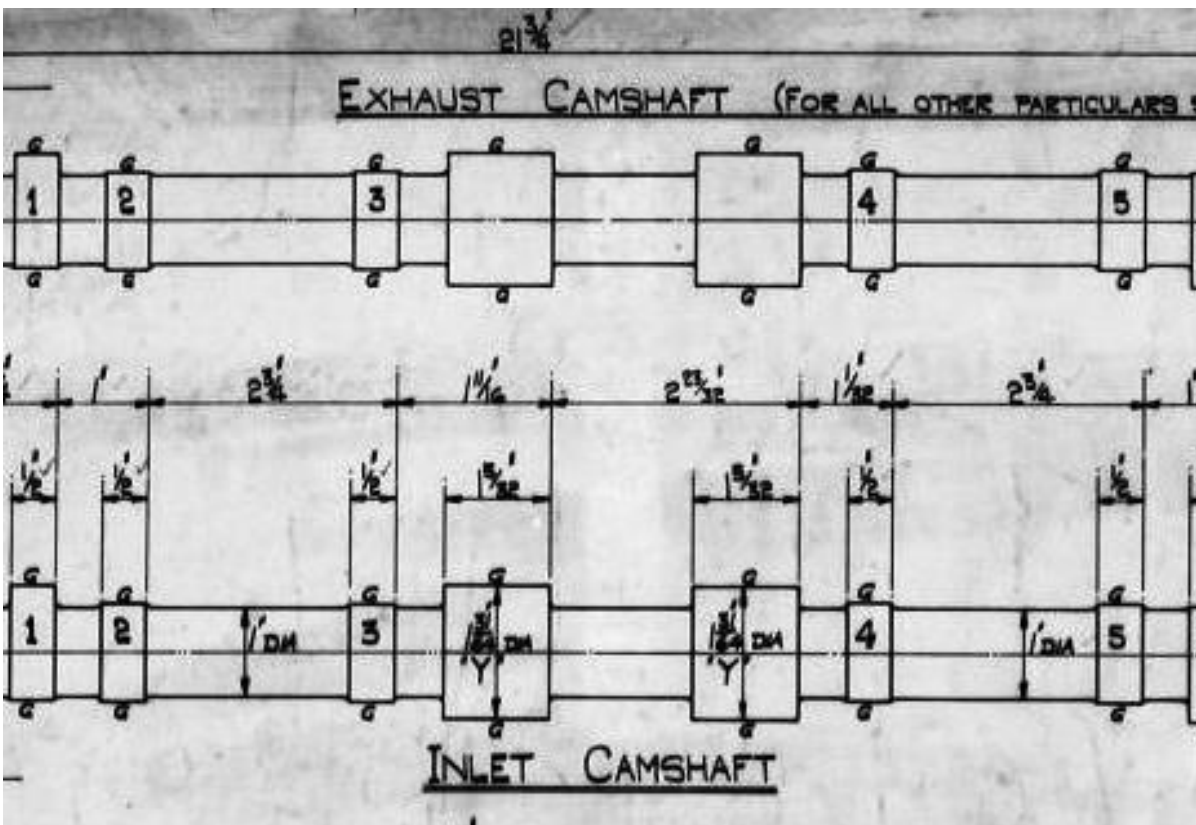
Oil feed to the twin centre camshaft bearing from the head drains

Distance between holes c/l = 1.75"



Camshaft and Block details

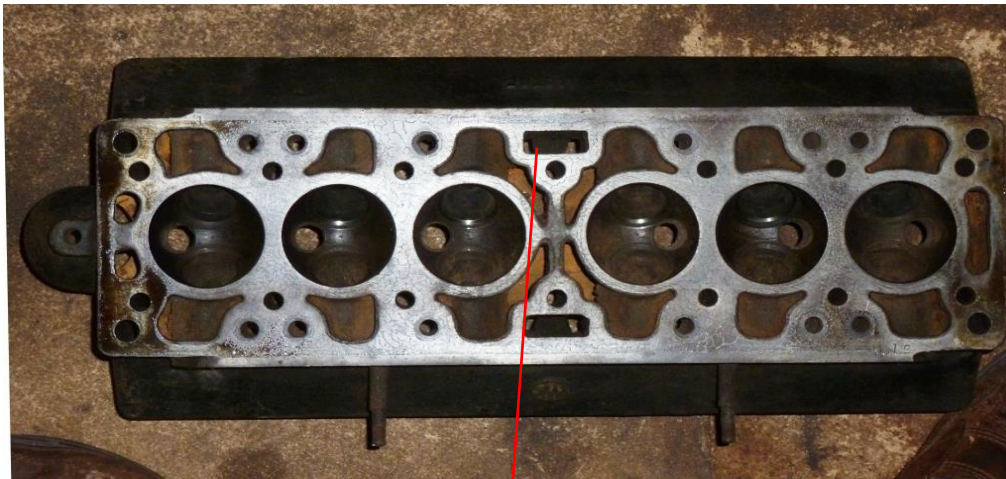
Distance between cam bearings in the block 2.75" or thereabouts



No 2 = 14hp L series type 2 composite

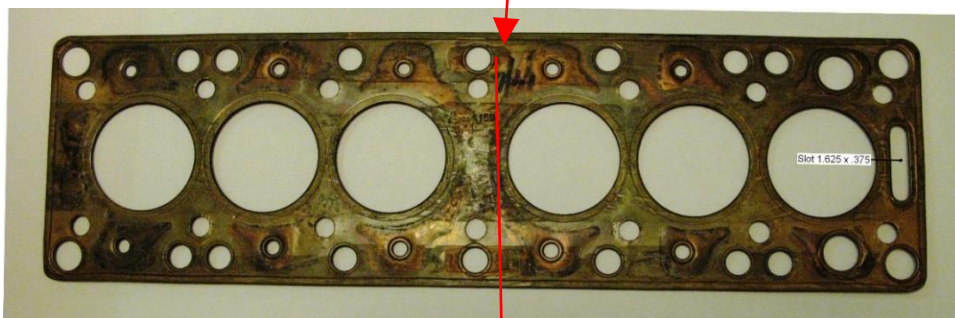
Engine recognised by a front mounted exhaust cam driven water pump and aluminium alloy water outlet fitting on the cylinder head.

Head

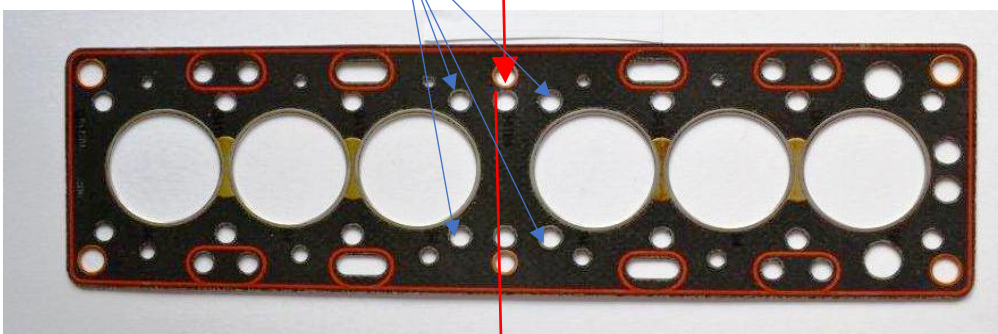


Original 1159P gasket

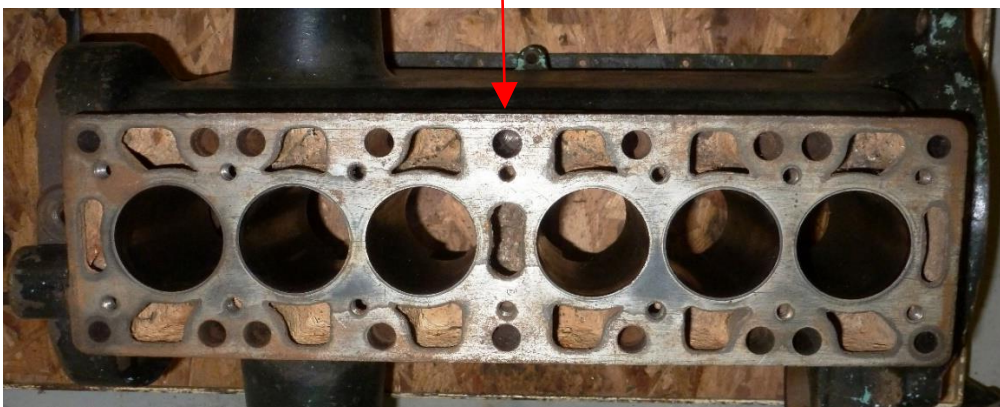
Oil drain/Camshaft centre bearing feed



RRSL 1159P gasket, note the extra stud holes in RRSL gasket are the result of cost savings from common tooling for 6-cylinder gaskets.



Block

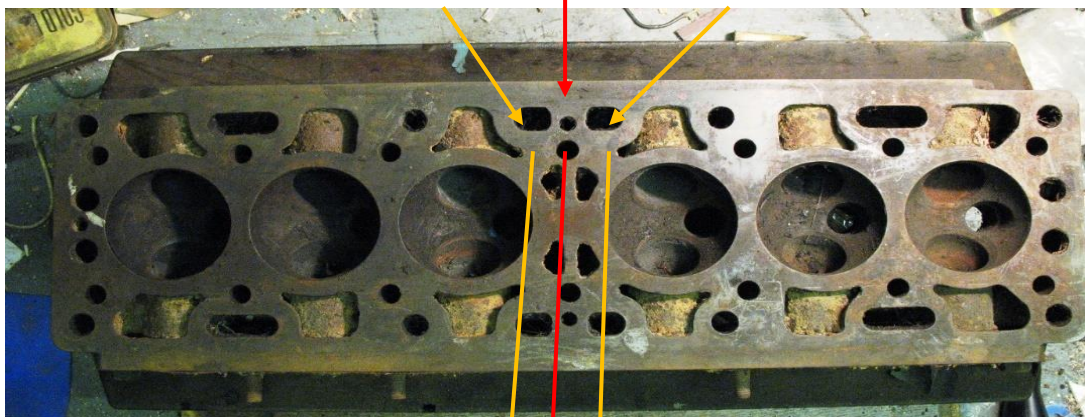


No 3 = 14 hp L series type 3 Composite

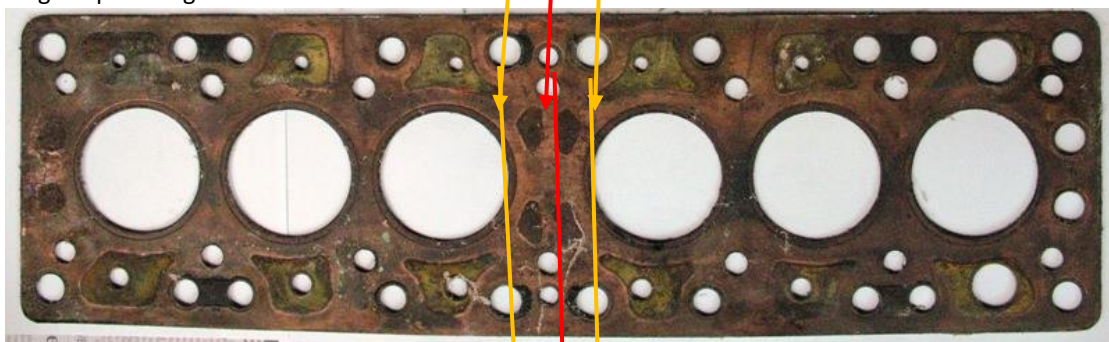
Recognised by side mounted inlet cam driven water pump with a block without horizontal stiffening ribs and by a cast aluminium water top pipe on the cylinder head.

Head

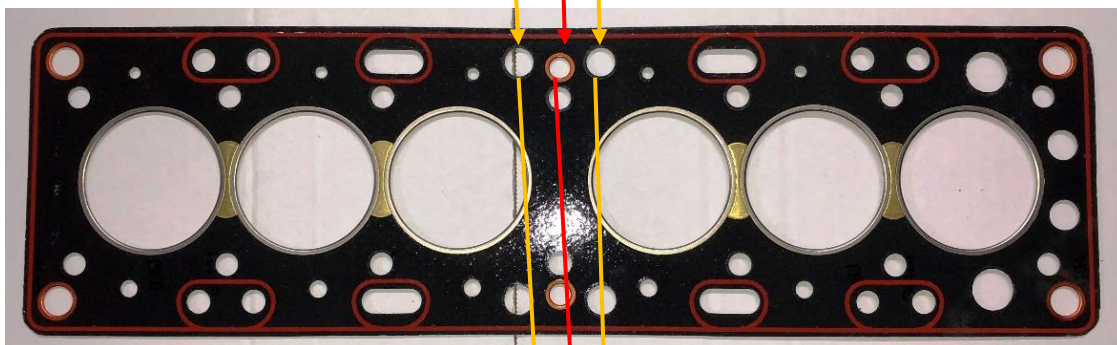
Pressure feed to cam bearing
Oil drain OIL drain



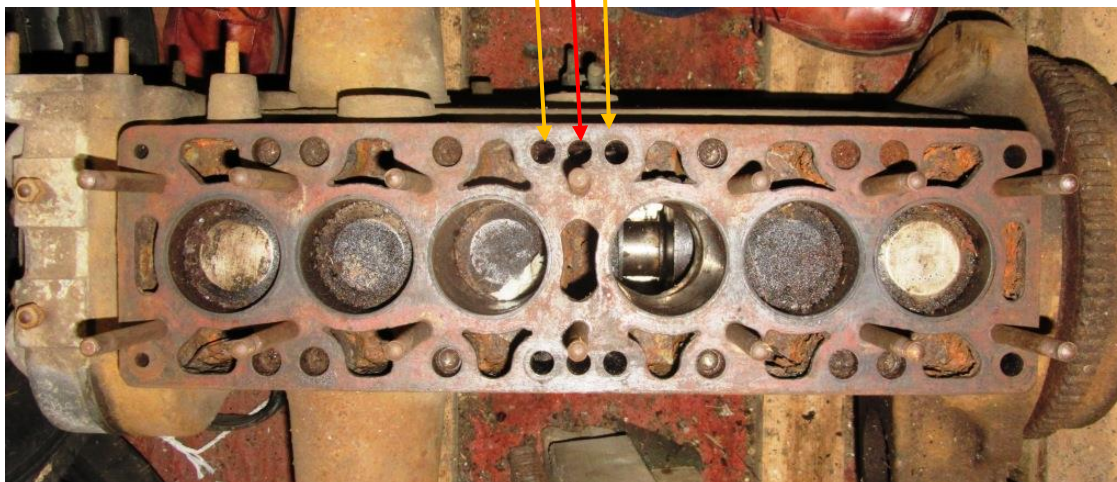
Original pattern gasket.



RRSL 6E259M

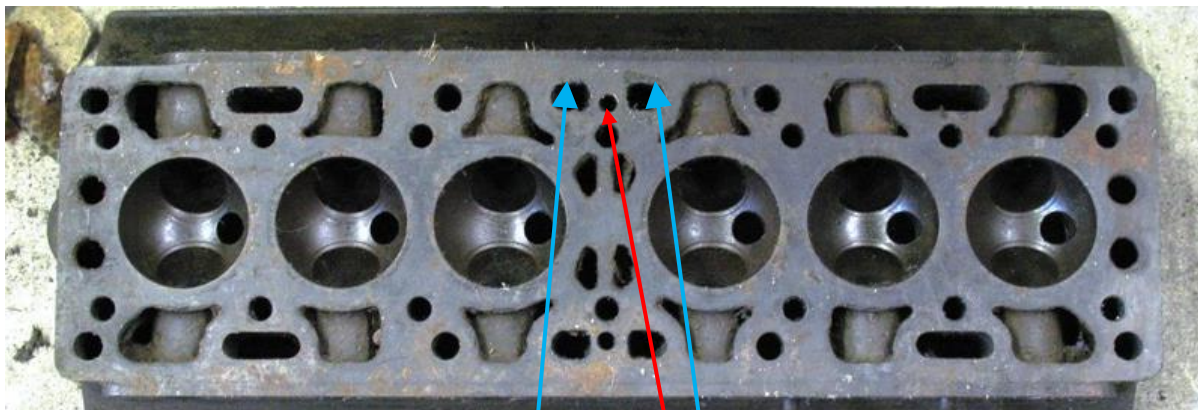


Block



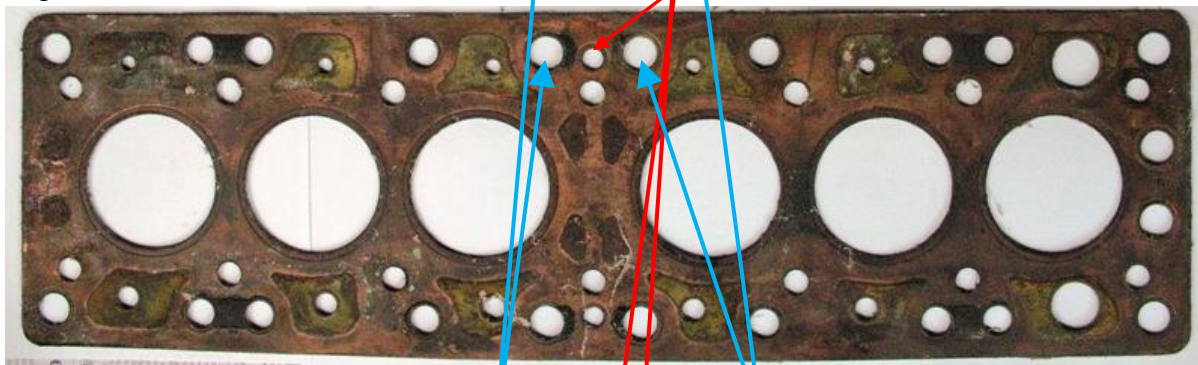
No 4 = 14 hp T series Composite

Head



Original Gasket

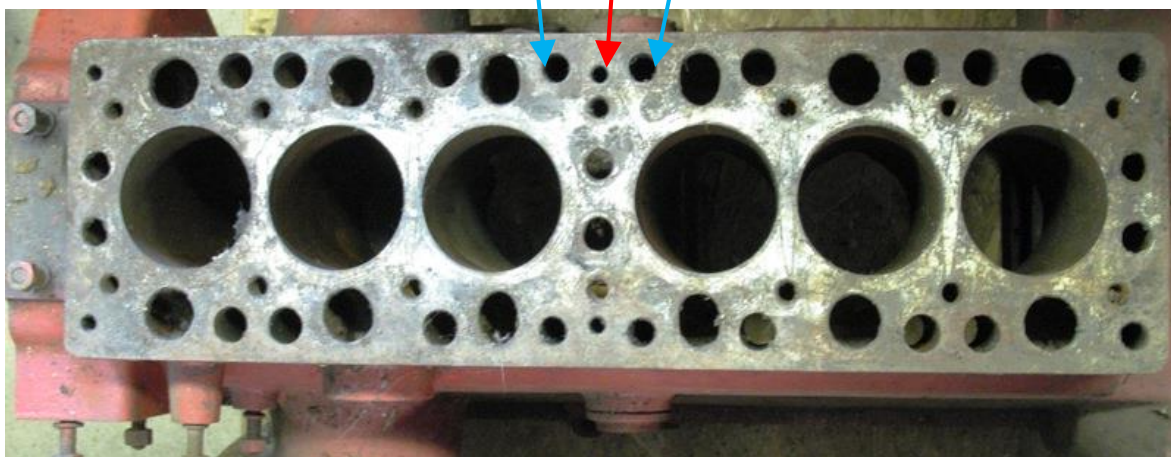
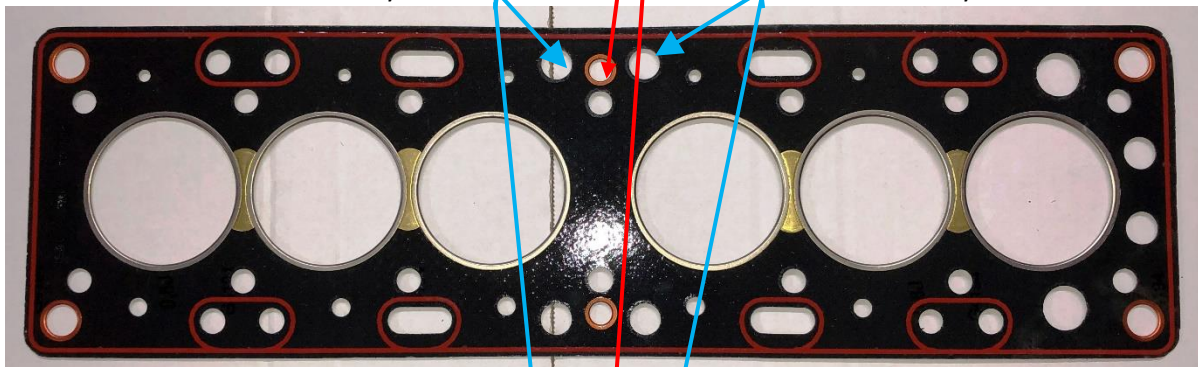
Oil feed to camshaft from rocker shaft



RRSL Gasket

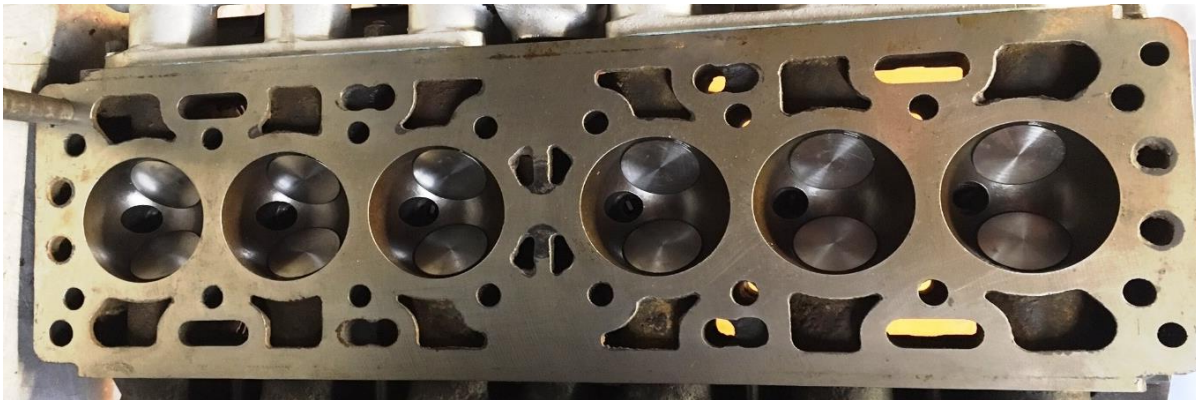
Oil drain from Cyl. head

Oil drain from Cyl. head



No 5 = 15hp 15/6 series Composite

Head



Original head gasket



RRSL replacement gasket

